(b) if so, the positive and negative results thereof;

(c) whether Government propose to bring a White Paper on the results of economic reforms; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ARUN SHOURIE): (a) to (d) Assessment of the performance of the economy is made annually in the Economic Survey and periodically in the Five Year Plan and in the Mid Term Appraisal to the Five Year Plan. Economic reforms have had a favourable impact on the growth of the economy. With an annual average GDP (Gross Domestic Product) growth of 6.3% during 1992-93 to 2000-2001, India has emerged as one of the ten fastest growing economies in the world.

Performance of Infrastructure Sector

2710. SHRI ANANTRAY DEVSHANKER DAVE: Will the PRIME MINISTER be pleased to state:

(a) the scale of performance of infrastructure sector in the country;

(b) Government's plan to achieve self-sufficiency in infrastructure sector; and

(c) the specific efforts made to minimize the imbalances in infrastructure in the country, state-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI ARUN SHOURIE): (a) The scales of performance in respect of infrastructure sector i.e. Power, Railways, Road, Airport, Ports and Communication are as follows:

Power Sector: The All-India installed generating capacity of utility as on 31st March, 2001 is 101660 MW. The All-India per capita consumption was 348.5 Kwh (unit) for the year 1997-98.

Railways: The total route km. was 62808.6 and traffic carried was 458.5 billion passenger km. and 313 net tonne billion kms. for the year 2000-01 (R.E.)

Roads: The road length as on 31.3.1997 was 2465877 Kms., 74.9 Kms. per 100 Sq. Kms. of area and 258.2 Kms. per 1 lakh of population.

Ports: Traffic capactiy available was 291.45 Million Tonne and traffic handled was 281 Million Tonne at major ports for the year 2000-01 (R.E.).

Airports: The traffic handled was 420.25 Lakh passengers and 8.46 lakh metric Tonne cargo for the year 2000-01.

Telecom Sector: Teledensity per 100 persons in the country is 3.58 as on 31.3.2001.

(b) The Ninth Five Year Plan recognizes the significance of infrastructure, especially,

Power, Telecommunication, Railways, Roads and Ports for development process. The investment needs of infrastructure greatly exceed resources likely to be available. The Ninth Five Year Plan, therefore, emphasizes far reaching reforms in the infrastructure sectors, mobilization of private investment to supplement in public effort, achievement of higher operational efficiency and introduction of appropriate user charges.

(c) The Gadgil-Mukherjee Formule for distribution of normal central assistance for State Plans which was approved by NDC in 1991 attempts to address state-wise imbalances. The formula is reproduced below:—

	Criteria	Weight
(i)	Population (1971 Census)	60%
(ii)	Per Capita Income	
	(a) 'Deviation' method-covering States with per capita SDP below national average	20%
	(b) 'Distance' method covering all States	5%
(iii)	Performance	
	(a) Tax effort;	
	(b) Fiscal management; and	7.5%
	(c) Progress in respect of national objectives	
(iv)	Special problems	7.5%

The Gadgil-Mukerjee Formula provides for assistance to states in the Grant/Loan ratio of 90:10 for Special category States (SCS) and 30:70 for the Non-Special Category States (NSCS). As per the existing formula, after setting apart the funds required for Externally Aided Proejcts (EAPs) and reasonable amounts for special Area Programmes, 30% of the balance is earmarked for ten Special Category States (SCS). The balance amount is distributed among Non-Special Category States (NSCS) on the basis of above criteria and weightages.

Construction Work between Kotdwar and Uttaranchal Highway

2711. SHRI NANA DESHMUKH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that construction of highway between Kotdwar and Ramgarh in Uttaranchal has been stopped;

(b) if so, what are the reasons therefor; and

(c) what are Government's alternative plans?